

TROLLEYBUS

Vol. 60 No. 725

December 2021



The magazine of the British Trolleybus Society



Plzeň's Double Celebration

Kenneth Allbon 1939-2021

A Future for the Trolleybus?

TROLLEYBUS

The magazine of the
British Trolleybus Society

No. 725 December 2021

Editor: Dave Chick

23 Pryor Close, Purley on Thames,
Berkshire RG31 6UG
editor@britishtrolley.org.uk

Production Editor:

Philip Jenkinson

32 College Street, Crosland Moor,
Huddersfield HD4 5EB
blindlemonjenkinson@btinternet.com

Preservation News Editor:

Jody White

20 Cunningham Crescent,
Chatham, Kent ME5 0ES
museumnews@britishtrolley.org.uk

World News Editor: Bruce Lake

11 Greenfinch Grove, Netherton,
Huddersfield HD4 7LH
worldnews@britishtrolley.org.uk

Distribution: Derek Pearson

25 Caldbeck Drive, Woodley
RG5 4LA
distribution@britishtrolley.org.uk

Subscriptions and Membership:

Andrew Barton

2 Josephine Court, Southcote
Road, Reading RG30 2DG
secretary@britishtrolley.org.uk

Website:

www.britishtrolley.org.uk

Printed by Barden Print
Birkby, Huddersfield
Telephone (01484) 422522

*Trolleybus should be regarded as
overdue to subscribers if not received
by the 20th of each month*

© The British Trolleybus Society
Registered Charity No. 1033666

B T S NOTICE BOARD

READING MEETINGS

Held at the Reading District Oddfellows' Hall, 118b Oxford Road, Reading RG1 7NQ. Admission: Adults £2.50, Juniors £1.50. Non-members £3.50. Meetings commence at 19.30. Organised by the BTS. NTA members welcome.

Friday 7 January To start our Reading meetings after a gap of 22 months, Mike Russell will present a digital image show entitled "Spanning Two Continents - an Overview of Russian Tramways".

The EGM that has been called to confirm the result of the postal ballot will also be held at this meeting.

Meetings Organiser Graham Bilbé, 12 Belle Avenue, Reading RG6 7BL.
Email grahamebilbe@btinternet.com

LONDON MEETINGS

Held at The Model Railway Club, 4 Calshot Street, London N1 9DA (nearest Underground station: King's Cross). Organised by the NTA. BTS members welcome. Start 19.00 – doors open 18.30.

Meetings Organiser John Parkin, 59 Beechwood Court, West Street Lane, Carshalton SM5 2QA. Email trolleybus654@aol.com

Wednesday 15 December Mike Russell: A selection of British images showing trolleybuses using, or going to, unusual stretches of wiring, short-workings, depot journeys etc.

WEST MIDLANDS TRANSPORT CIRCLE

BTS members are invited to attend WMTC meetings, which are held on the second Wednesday of every month at Bradmore Community Centre (Main Hall) in Wolverhampton. There's a half-time break with tea & coffee & (usually) biscuits!

If you are thinking of attending please email Mike Richarides for the latest information on timings. michael.richarides64@btinternet.com

MONTHLY PRIZE DRAW

The winners in the November Prize Draw were:

£70 **A H Johnson**, High Wycombe

£50 **R G Bence**, Boothstown, G. Manchester

On The Cover

A Sunbeam following Showers. Trevor Hall chose just the right shutter speed to capture the spray kicked up by Huddersfield 631 after heavy rain at Sandtoft on 30 October.

Trevor Hall



So Long, and Thanks for All the Trolleybuses

The Times recently ran an appreciation of the politician Frank Field, the writer arguing that he wanted it published during Baron Field's lifetime so that he knows what he means to many people.

That made me realise that I should do more than just include a paragraph here to thank Philip Jenkinson for his time as *Trolleybus* Production Editor.

Although Philip acquired the nickname LV (for Larger Version, his brother Keith being SV, or Smaller Version) on a visit to Reading from Huddersfield in 1968, we met for the first time at Sandtoft. The formality of our previous correspondence disappeared when we discovered a shared love of some types of contemporary music.

LV's musical talent was often put to good effect at Sandtoft in the early years and many of us remember with great pleasure the times when he would pick up his guitar and have everyone singing, often something fairly obscure and sometimes one of his own compositions featuring Sandtoft volunteers!

The Versions and I were the Sandtoft grass-cutting team before the job was mechanised and we would spend the Gathering preparation week cutting all of the grass using scythes. It was hard physical work, necessitating regular visits to the pub, purely for rehydration purposes, of course. As we worked we listened to *Test Match Special* on the radio. These are my favourite memories of the early days at Sandtoft.

Founded on the friendships that grew up between members of the BTS and the West Yorkshire Transport Circle, on 1 January 1991 the two organisations merged. The

benefits to the BTS are still evident. Bruce Lake is part of the *Trolleybus* team; the BTS adopted WYTC's magazine, *Wheels*, and the SponsorTrolley scheme which is still run by David Beach. We also gained Huddersfield 631 and Nottingham 506, which was sold on for a nominal sum on the condition that it will first be offered back to the BTS when the owner wishes to dispose of it.

After severe disruption to our publication schedule, from the June 1993 edition of *Trolleybus* LV stepped in and rescued us from our difficulties. This is therefore his 343rd edition of *Trolleybus*. Over the course of almost thirty years LV's design and technical skills have served the Society very well.

By the time I receive the first iteration of *Trolleybus* I am very familiar with the contents, but every month I get pleasure from the way that the magazine looks.

It doesn't end at that point. LV lets me know in his forthright fashion if he feels there are any deficiencies in the content I have provided. Having that independent scrutiny is very important and after reflecting on his comments I usually agree with them and make changes.

A regular feature of the front cover contents box that members never see comes from our sharing of quotes from musicians' autobiographies on the rare occasions when trolleybuses are mentioned. The first time I see the front cover it often appears that the magazine is filled with musicians' musings on trolleybuses.

Thank you, LV, from everyone who has enjoyed *Trolleybus* over the last thirty years.

DGC

Letters to the Editor

Trolleybus Revival-UK

Over the last three years I have compiled a research paper entitled Trolleybus Revival-UK which hopefully addresses the points that Roger Clark raises in his interesting article (September 2021). It is being considered by Grant Shapps, the Transport Secretary, and his colleagues at the Department for Transport along with a number of other members of parliament. Suggestions have also been made to a number of local authorities with a view to them examining how the conclusions of that research might be applied in their locality. Lincoln University engineering faculty is also working with the project.

The interest shown generally has prompted me to have the paper published in a more publicly acceptable format well in time for the COP26 conference in Glasgow.

My conclusions centre around the cost of new battery buses and their associated infrastructure compared to the possibility of instituting a program to retrofit trolleybus facilities to the current hybrid fleet to make them more efficient and environmentally acceptable in urban environments whilst allowing them to continue to use Euro VI diesel engines in suburban and rural areas.

There are 38,200 double-deckers and another 19,200 single-deckers in the current Great Britain and Northern Ireland PSV fleets. Under 5000 of those are hybrid buses. Only 40% of the overall fleet have Euro VI engines.

How much more cost-effective would it be to convert those vehicles that have 10-to-15-year expended life for a further 10 to 15 years in a retrofit/refurbishment program which would produce seven buses for the cost of one new one in rather less time than it

will cost to build a new vehicle and install the accompanying infrastructure? The transformation of the fleet would be achieved more speedily.

My research has not answered all Roger Clark's interesting points specifically, I am sure, but it has certainly gone a long way to doing so.

In Motion Charging (trolleybus) vehicles are a strong contender for many routes well into the future where those overhead wires that we put in place now, will see out a 30 to 35-year life of delivering efficient and environmentally perfect power to the people.

*Terence P. O'Halloran ChFP, FCII BSc
(Hons)
Lincoln*

BTS Sandtoft Trolleydays

I was most impressed to see the Society vehicles on show. The variation in liveries and the excellent condition of restoration was a credit to the Society.

It was also enjoyable to see the day's vehicles all running together at lunch time and gave a favourable impression of what an excellent presentation we can give of a busy museum, a wide selection of models and classes and confirmation that we have a wonderful industrial/passenger transport system.

Thanks to you and your colleagues for all the effort put in on the day, as well as the incredible efforts that were needed to ensure that the day went smoothly.

*Chris Williams
Southampton*

Thank you for your encouraging feedback. It is always a stirring sight when the day's service trolleybuses operate around the circuit at the same time.

DGC

The Trolleybus Advantage

Two capital cities have recently been vocal in their support for modern trolleybuses.

The CEO of Budapest's transport company BKK pointed out the great advantage of battery-equipped trolleybuses over battery-electric buses. "They can be charged on the go, so that fewer batteries are needed for self-drive; they are lighter than a battery-electric bus and thus put less strain on the road network. A trolleybus is currently cheaper than a conventional electric bus."

Tallinn seems likely to reverse its policy of trolleybus abandonment. Two

Solaris trolleybuses are being retrofitted with auxiliary batteries in an experiment that could lead to the remaining trolleybus fleet being fitted

out for In Motion Charging operation and during November the Solaris Trollino 24 demonstrator was on loan.

The Solaris Trollino 24 demonstrator passes Tallinn Solaris 12 No. 339. The demonstrator received TLT decals and fleet No. 451 for the loan period. The trolleybus system may be expanded instead of new tram lines being built.



Plzeň's Double Celebration

All photos by Zdeněk Kresa except where shown

The capacity for Czechs to celebrate their country's trolleybus heritage was demonstrated again on the first weekend of October after being postponed from June because of the Covid pandemic. Fortunately the weather was more typical of June than October.

Operator PMDP organized the events which marked the 80th anniversary of the city's first trolleybus line between Městské lázně and Doubravka, which opened on 9 April 1941. Also celebrated was the production of Škoda's first trolleybus 85 years ago.

The events kicked off on Friday 1 October when the private transport museum in Strašice village near Plzeň opened specially. The volunteer-run museum has built up an interesting fleet of historic vehicles and recently added a Plzeň Škoda Astra tram to its collection. Members of the collection were also used in the main celebrations over the weekend.

On Saturday 2 October the former trolleybus depot on Cukrovarská, now a cultural venue known as DEPO2015, hosted a display of historic vehicles, an exhibition showing the history of the production and operation of trolleybuses in Plzeň, and activities and lectures on the subject of modern trolleybuses. New books were launched about 85 years of Škoda trolleybus production and 80 years of trolleybus operation in Plzeň.

There were also special services operated by historic trolleybuses, featuring Škoda types 6 Tr, 7 Tr and T11 (all loaned by the Technical Museum in Brno), and 15 Tr and 21 Tr ACI (borrowed from the Škoda Bus Club). Circular Line A ran between the U Radbuzy stop in the city to the line 16 terminus at Doubravka while Line H ran a free service from U Radbuzy to Hlavní nádraží (main station). Line K provided a free round trip to the new Karlov depot, including a drive through the



Dayton 9803, the "American" Škoda-ETI 14 TrE2, displayed at DEPO2015.

depot. That evening the historic trolleybuses operated specially in convoy.

The historic trolleybuses ran in service again on Sunday 3 October on special line N between Hlavní nádraží and the terminus of line 15 at Božkov. In addition to the museum cars used on Saturday, PMDP's Škoda 9 Tr and 14 Tr were used.

All the events were very well supported by local residents as well as enthusiasts from across the Czech Republic and around Europe.

Thanks for assistance with this article to Libor Hinčica, Zdeněk Kresa, Jan Spousta and Československý Dopravák magazine.

Top: A working scale model of Brno Škoda 15 Tr 3506 attracts interest. Also there was the same scale working model of Brno 22 Tr 3609.



Above: A variety of Škoda trolleybus rear ends. The three 14 Trs on the right show the design differences between the American export, the modernized 14 TrM and the original design.



The replica Pressburg summer trolleybus gave visitors rides around the yard.



Above: Plzeň Škoda T11 248, built 1967.

Plzeň's Double Celebration

Below: A line-up of ancillary vehicles.





Jan Spousta

Brno 31 receives attention in Cernická, near DEPOT2015. Dating from 1954 it is the only operable Škoda 7 Tr. A modern Škoda 27 Tr stands behind it.

Below: At Doubravka line 16 terminus members of the current fleet 24 Tr 507 and 26 Tr 548 meet 6 Tr 135.



Jan Spousta



*Above: It's 9pm and 135, 31, 248 and Škoda 21 TrACI 488 are about to set off on the evening tour.
Below: The evening tour, with six trolleybuses in convoy, led by Brno 31.*



Libor Hinčica



Above: 248 and 429, built in 1989 and one of 116 14 Trs that operated in Plzeň.

Below: A long queue of historic trolleybuses stopped near the main station. 9 Tr 323 heads the line-up, followed by 14 Tr 429, T11 248, 15 Tr 414, then in green livery 15 Tr 464.



Kenneth Allbon 1939-2021

Ken was born in Twickenham, Middlesex in December 1939. His father was an engineer and made the famous Allbon model aeroplane engines, the manufacture of which took him to different parts of the country, so for the early part of Ken's life he and his family were uprooted to places which included Bedford, Lancashire and Douglas, Isle of Man.

A treat for young Ken was to travel to Holloway Road in London where he watched the trolleybuses. While based in the Isle of Man in the 1950s, Ken's family travelled to see friends in Leigh, Lancashire via Liverpool (where there were trams). Ken excused himself from his parents' friends and with his younger brother, rode for miles over the S.L.T. and St. Helens trolleybus systems.

After school, Ken studied at Leeds College of Art, for he had a flair for drawing and painting. Trams were running in Leeds at that time and while there, he travelled to Bradford to observe its expanding trolleybus system. He quit the College of Art and went to study Geography and Geology at Culham C. of E. Teacher Training College, Oxfordshire where he gained a teaching certificate. More study took him to the University of London, where he gained an MA degree in Geography and Geology. While there, Ken had digs in Croydon and became familiar with London Transport's trolleybuses operating on routes 654 and 630.

Ken had a career as a Geography and Geology teacher, becoming Head of

Ken is seen with the seven wonderful models of early trolleybuses that he donated to the Trolleybus Museum at Sandtoft.

D G Chick



Department, working at William Harvey Grammar School in Folkestone, Kent and later at Lewes Old Grammar School in East Sussex. He organised and took part in a number of field trips, both in the UK to places such as North Wales and abroad to places such as Russia and Austria.

Ken enjoyed making models of railway locomotives, buses, trams and trolleybuses from about the age of twelve and continued this in his retirement when he lived in Seaford, East Sussex. Some of Ken's models can be seen on display at the Brighton Toy and Model Museum, Dover Transport Museum, the Manx Transport Heritage Museum and The Trolleybus Museum at Sandtoft where there is a specially made model of a Stockport Lloyd Kohler car for the First World War exhibition.

Ken was also a cartographer and drew the map and line drawings of the trolleybuses which were used in *Brighton Trolleybuses* (Middleton Press, 2005).

Ken was a Christian who attended and was a bell ringer at St. Thomas A' Becket Church in Lewes. He also attended the Church of St. Thomas More in Seaford where he often read at the daily Mass. His Christian calling took him to regularly visit inmates at H.M. Prison, Lewes.

Ken was godfather to two delightful children, Anthony and Katie. Tragically, Anthony was diagnosed with osteosarcoma and died from his condition at the age of 15 in 2003. Ken wrote a book about this, *Follow Me* (Janus Publishing Company, 2009) and subsequently spent a lot of time fundraising for The Anthony Pilcher Bone Cancer Trust, of which he was a trustee.

Ken was a true gentleman who was intelligent, thoughtful and witty. He was a BTS

member for many years until quite recently when he developed Parkinson's Disease and his membership lapsed. He contributed to *Trolleybus* especially in the 1980s when the Doncaster experiment was taking place and Gent, Belgium was introducing trolleybuses.

Ken's condition deteriorated quickly in the last year and sadly he died on 21 August at a care home in Eastbourne. He was cremated in Brighton.

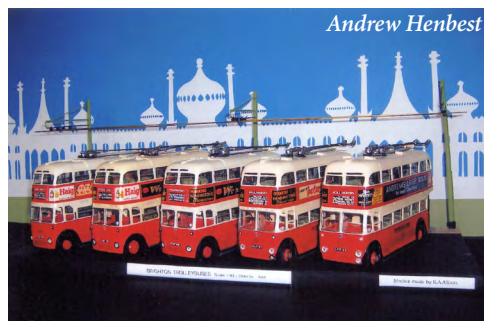
Ken is survived by his younger brother, Derek and family and his goddaughter, Katie, to whom we send our deepest sympathy.

Andrew Henbest

Dave Chick adds:

Ken donated several models to the Trolleybus Museum at Sandtoft for the Trolleybus during the First World War exhibition, including a specially-made Stockport Lloyd Kohler car so that the three different types of power supply used in the UK could be shown. He had already donated to another museum his model of the RET that was demonstrated in Brighton in 1913 but built a new one for the Sandtoft exhibition.

One day in October this year I was in the Toy Museum at Sandtoft and I noticed that a visitor was closely examining the models, so I went to talk to him about them. He said that he had never before properly appreciated the difference between the Cedes-Stoll and Lloyd Kohler systems but the models had helped him to understand – which was exactly what had been intended!



Ken's models of Brighton 20, 38, 42, 47 and 52 are arranged in front of a silhouette of Brighton's Pavilion, designed and cut out by Ken himself - another work of art!

Burntwood Update

JOHN STAINFORTH

Burntwood has now come back to life following the return of volunteer workers and the re-opening of the Museum to visitors. BTS members staying there (and elsewhere) have supported all the summer's Open Days and provided a sizable contingent during the Bank Holiday weekends in May and August.

A miscellany of "odd jobs" on the bungalow have also been carried out. Roger Clark spruced-up the front door and door frame of the Annexe building with a fresh coat of green paint, and Ian Metcalfe's grass cutting and strimming has been much appreciated. Members of the "Wednesday Group" have helped by panelling-over the broken windows in the old garage buildings, and thanks go to Francis Whitehead for his regular cleaning of the gutters round the roof of the bungalow. Some tasks are less pleasant than others, and during a quieter Friday afternoon Francis and Bob Rowe were discovered unblocking the drains in the back garden. Their perseverance with drain rods and experiments with releasing bucketfuls of water have provided a better insight into a long-hidden network of waste water disposal, although the full picture is still incomplete.

August Bank Holiday saw a small team including Roy Fawcett removing the tangled mass of thistles, nettles and brambles in the area between the Annexe and the garages, and the overgrown vegetation around the entrance gate has also been cleared.

Indoors we have at last mounted on the lounge wall the large mural depicting Reading trolleybus 181 in Broad Street, and Mark Boulton has returned the large-scale model of Reading 170 to its place of safety in a display cabinet in the Museum, where it had



Francis Whitehead and Bob Rowe contemplate one of many mystery manholes uncovered in the area behind the bungalow.

previously resided before being on show in Reading Museum's "Poles Down" exhibition during 2018. Other improvements have seen the installation of a smart meter, so that we can remotely monitor the bungalow's electricity consumption. After accidentally finding a well-concealed switch, we now have a working water heater.

With the arrival of several large consignments of additional archive material, the present Archives Room has become full to capacity and its shelves are now seriously overloaded. To resolve the problem (temporarily, at least) one of the larger bedrooms has

been designated as the replacement Archives Room, to provide a 35% increase in the available space. A lock has been fitted, and we have devised a layout of shelving and cabinets to make the best use of the size and shape of the new room. We will aim to carry out the change-over during the winter season and expect to recruit a volunteer working party to make it all happen.

BTS EGM Friday 7 January

Part of the January meeting, to be held in the Oddfellows' Hall, Reading, (details on page 222) will be an Extraordinary General Meeting (EGM) to consider the resolutions included on the ballot form which was distributed with the November edition of *Trolleybus* and may also be downloaded from the Members' Area of the website. These resolutions seek support for the Committee's nominee to fill one of the Custodian Trustee vacancies and for a motion to increase subscription rates.

Members may return this form by post or email or may hand-deliver it at the EGM. Details are shown on the form

*Dave Chick
Chairman*

Trolleys on the Box

Roger Clark spotted a tv advert for Bristol Street Motors extolling their long-time dedication to the British motorist and including a very brief view of some trolleybus overhead on a curve, filmed at the Black Country Living Museum, as were some other scenes. The advert may also be seen on You Tube using this link.

Bristol Street Motors TV Ad - July 2021 - You Tube

Trolleybus Production Editor

I am pleased to report that Peter Braybrooke has volunteered to take over the role of Production Editor from next month. Peter has previous experience of producing newsletters using desktop publishing software and has had a successful trial run producing a parallel edition of *Trolleybus*.

I would like to thank Peter for volunteering and look forward to him joining the team.

DGC

Wheels

So far nobody has come forward to edit our West Yorkshire transport supplement. I hope that even at this late stage there will be someone who will wish to take over from Philip Jenkinson. Please contact me using the details on page 222 if you would like to have a discussion about the rôle.

DGC

Monthly Prize Draw 2022

There's still time to make a difference to Mexborough & Swinton 34.

Monthly Prize Draw No. 52 will benefit our Garrett trolleybus. The restoration fund is building and there is a very real prospect that in 2022 we will join with the Long Shop Museum to have essential parts manufactured for our respective Garretts.

The application form was included with the November edition of *Trolleybus* and is available to download from the Members' Area of the website. Please complete and return it to the Prize Draw Organiser, Andrew Barton, as soon as possible and no later than 31 December.

The BTS Committee thanks all members for their support during 2021 and sends best wishes for Christmas and the New Year.

MUSEUM & PRESERVATION NEWS

edited by Jody White



East Anglia Transport Museum

In October the front axle was completely stripped from London 1201, while the steering box and steering assemblies were stripped from London 1521. The two boxes were taken for overhauling, while all the remaining parts will be degreased, checked and then sprayed silver. The road springs have been disassembled into their individual leaves, derusted, treated with oil, greased and are now being reassembled.

Unfortunately, Hastings 34 has been damaged, so the front offside is stripped and the pillar repaired. Further work awaits.

Maintenance checks take place on vehicles after every five days of use and the overhead is receiving attention from the new team *Many thanks to Keith Hopkinson for the update!*

Upcoming Events

Ride the Lights 11, 12, 18 & 19 December from 2pm to 6pm Although Santa won't be at East Anglia this year, there will be some seasonal (and completely COVID-secure) tram, trolleybus and train rides and many other displays around the lovely decorated site! No pre-booking is needed, and all rides are included in the admission price. You will be happy to know that the Museum Shop and Café will be open for gifts and light refreshments.
Happy New Year 2022 1 January from 12.00 to 4.30pm Come along for a last chance this winter to ride on our vintage vehicle fleet. We will be running a free bus service to Lowestoft as well as the museum's attractions; what a

great end to the year's festivities!

See the East Anglia website for complete information.

Home - East Anglia Transport Museum (eatransportmuseum.co.uk)

North West Museum of Road Transport

The North West Museum of Road Transport has one trolleybus, St Helens 387 (BDJ 87), which is on long-term loan from the Trolleybus Museum at Sandtoft. As you may know, the museum is in the original St Helens Corporation tram, bus and trolleybus depot, so this vehicle has returned home! It's been kept here since an event marking 60 years of the end of the St Helens system in 2018.

387 is a BUT 9611T with East Lancs 56 seat body and English Electric EE410, 120hp motor and was delivered in 1951 as no. 187.

It was sold to Bradford in 1958 for further service as no. 799, and then acquired for preservation by the St Helens Trolleybus and Transport Society (STATS) in 1971. STATS was the initial group from which the present North West Museum of Road Transport eventually grew, and it was the STATS members, who over a three year period restored 387 to St Helens Corporation livery. The work was done at various locations due to the lack of a permanent home at the time. Much body work was required, owing to the degree of corrosion. The modifications, originally carried out by Bradford, were restored to St Helens condition, such as the replacement of the upper deck emergency door to the

correct pattern with two small windows and a platform to reach the trolley booms. After this first restoration, 387 returned to the St Helens Corporation depot to be painted. It was then stored at the Trolleybus Museum at Sandtoft for 20 years, returning to public display in 2002.

Further restoration has since been carried out at Sandtoft and the bus was repainted in 2018, prior to returning to St Helens. For more information, see <https://www.sandtoft.org.uk/st-helens-387>.

Many thanks to Clive Arnold, secretary of the Museum, for the above information.

North West Museum of Road Transport,
The Old Bus Depot, 51 Hall Street, St Helens
WA10 1DU

Phone: 01744 451681

Info@nwmort.co.uk

BTS Calendar 2022 – Order now or miss out!

The 2022 calendar has proved to be exceptionally popular and despite the fact that we placed a larger order than usual it sold out in mid-November – the first time it has sold out early! The sales have resulted in a profit of about £400 which will help to fund our trolleybus restoration projects.

We have had a small additional print run so please place your order now to avoid missing out.

£12 including postage and packing by post from BTS Sales 1 Mentmore Road, Leighton Buzzard LU7 2NY. Order online [Other Publications from the British Trolleybus Society](#)

St Helens 387 is seen alongside contemporary motor bus 67, a Park Royal-bodied AEC Regent III RT, one of the few of the type built for an operator other than London Transport.



Clive Arnold

WORLD NEWS

edited by Bruce Lake



AUSTRIA Innsbruck

Diesel traction is to be eliminated by 2035, with less busy services converted to battery bus operation. The city considers that the trolleybus or battery-equipped trolleybus may be the best solution for longer lines with high demand. Planners are looking at converting bus lines C, F, J, M, R and T to trolleybus operation. Development of the tram network should also continue.

If it comes about this will be Innsbruck's third trolleybus system. The first opened on 8 April 1944 and closed on 29 February 1976. A new system opened on 18 December 1988 and was extended during the 1990s but closed on 25 February 2007.

AUSTRIA Salzburg

A yearly ticket for use on all public transport in Salzburg Bundesland is being introduced at a price of €365.

BOSNIA & HERZEGOVINA Sarajevo

Eight MAN/Hess/Kiepe bimodes built in 2004 have been purchased from Fribourg, Switzerland.

The first of the 25 Belkommun-mash BKM 43300D articulated was presented to representatives of the Sarajevo capital region in Minsk. They will be delivered between the end of this year and December 2022, largely to replace the second-hand trolleybuses in use at present. The reopening of the trolleybus line to Vogošća, which has been closed since the end of the Bosnian war, is also in preparation. The procurement of a further 10 vehicles has been announced, provided that the financial resources are available.

BULGARIA Ruse

The delivery of the 14 FBW and NAW trolleybuses from Lausanne reached the port of Ruse by ship on 29 September and the first vehicles went into regular service soon after, with others initially serving as spare part donors for similar vehicles purchased from Lausanne in 2010 and Luzern in 2019.

The tender for the delivery of 15 new trolleybuses published in 2020 was inconclusive and was republished in the Official Journal of the European Union on 7 June.

BULGARIA Sofia

All 30 Škoda 27 Trs have entered service. 2830 was the last to arrive, at the end of June, and a media event was held following its commissioning on 7 July. Most of the remaining Ikarus T280s, which date from 1985 – 88, have now been withdrawn. By October nine were stored out of service in the Levski depot with the other nine remaining in the Nadejda depot as a reserve.

CZECH REPUBLIC Jihlava

Construction of a 5.7 km trolleybus line to Bedřichov has commenced. This will require the installation of 290 new traction poles in addition to the ongoing renewal of the trolleybus infrastructure, including replacement of the original traction poles between Ul. Havlíčkova and Ul. Brtnická, which have been in position for more than 70 years. The small city's yellow-brown traction poles are gradually being painted grey.

CZECH REPUBLIC Mariánské Lázně

Withdrawn Škoda 24 Trs 53 and 57 are being scrapped in a yard in Cheb. 51 has entered a private collection, 52 has been sold for use as a summer house and it is hoped that 54 – 56 will go for further service.

CZECH REPUBLIC Plzeň

The four Škoda 26 Trs and two 27 Trs have been undergoing test running. They are numbered 597 – 600 and 601 & 602 respectively..

ESTONIA Tallinn

The Solaris Trollino 24 double-articulated demonstrator was presented to the media and the public on 26 October.

GERMANY Solingen

By mid-October the first two 12m Solaris Trollinos had been delivered and given fleet numbers 201 and 202 (registered SG-SW 8201 and 8202).

Trolleybus operation to Burg will resume after the autumn holidays, a shuttle service having been in operation since 29 May 2017 due to the renewal of the retaining wall to the Eschbach, which flows into the River Wupper at Burg. Solaris Trollinos 865-872 will be used as they can operate through the village of Unterburg by means of battery operation. The service was extended beyond Burg turntable in 2009 using Hess Swiss-Trolleys with auxiliary diesel engines. These vehicles will still be used on the service 683 short workings which turn at Krahenhöhe.

Sixteen of the 20 VanHools (251 – 270) have had their articulation refurbished. 259 and 262 do not yet require renovation. 251 and 263 and Berkhof 174 were deregistered at the end of 2020. They were removed for scrapping on 6 and 7 September.

HUNGARY Budapest

BKK has announced that the outstanding option for 48 trolleybuses from the 2014 contract are to be ordered with delivery scheduled between the end of 2022 and the end of 2023. These will be 12 12m and 36 articulated vehicles.

The 33 remaining Ikarus T280s, which date from 1988/89, are to be replaced. Of 14 1994 Ikarus T435s, the eleven still in service will be the last remaining high-floor trolleybuses.

HUNGARY Szeged

Four battery-equipped 12m trolleybuses are to be ordered, with an option for a further two. The Ministry of Innovation and Technology will provide a state subsidy because the vehicles will replace diesel buses.

ITALY Rimini

Trolleybus operation of the Metro-mare BRT line finally commenced on 27 October, linking Rimini Station and Riccione Station. The first departures were at 05.26 from Riccione and 05.30 from Rimini.

ITALY Roma

At least one of the Solaris Trollinos purchased to open the new system in 2005 has been repainted from its original two-tone green and white livery into the silver with red stripe scheme as worn by the Bredamenarini vehicles.

MEXICO Mexico City

Mayor Claudia Sheinbaum has announced that a new trolleybus corridor is to be introduced next year, linking Chalco, State of Mexico, with Santa Martha, in Mexico City, and the route is planned to extend to Milpa Alta.

Line 12 from Tláhuac to Mixcoac

will be reactivated in 2022. 500 new trolleybuses, some of which will be double-articulated, are to be procured by 2024 to replace all end-of-life vehicles and for expansion of the trolleybus system.

A two-axle Zhongtong LCK6126E trolleybus has arrived from China and will undergo extensive tests.

POLAND Gdynia

Five members of Lublin's batch of Solaris Trollino 12s delivered in 2011 (3842 – 3846) are currently on loan. It is reported that they are to be repainted into fleet livery and will replace the rest of the Mercedes that were converted from diesel buses.

ROMANIA Ploiești

Ex-Lausanne Neoplan 5920 has been reactivated and returned to service on 12 October.

RUSSIA Yoshkar-Ola

Ten Belkommunmash BKM 321 trolleybuses were delivered between 29 August and 10 September on a five-year lease. The ten vehicles were officially presented to the press on 13 September and then entered service.

SWITZERLAND Fribourg

Eight of the MAN/Hess/Kiepe bimodes from the 2004 513 – 521 batch which were replaced by new Hess Swisstrolley 5s this year have been sold to Sarajevo and departed for their new home on 4 November.

UKRAINE Kharkiv

New trolleybus line 55 from Constitution Square to the village of Zhukovsky replaced trolleybus line 17 from 4 October. There are now 24 conventional lines and a further eight (48-55) using battery trolleybuses. For these lines, the last of the 50 PTS-12 battery trolleybuses was delivered at the end of August. Line 54 opened on 27 August following the opening on 30 July of new lines 51 (Road of April 12 – Grinchenko

Street – Zubariiev Street) and 52 (Road of April 12 – Grinchenko Street and on 6 August line 53 (Road of April 12 – Gorizont Settlement – Road of April 12). The final stop also serves as the terminus of several trolleybus lines.

The fleet of conventional trolleybuses is also being renewed with the procurement of Bogdan T70117s.

UKRAINE Mikolayiv

The delivery of an order for 40 Dnipro-T203 12 m trolleybuses began in September. Small traction batteries are fitted, permitting journeys of up to 1 km for emergency operation. They are manufactured for the tender winner Litan AS by the Pivdenmash company (formerly Yuzhmash) using MAZ-T203 brand bodies and are being purchased using a €20 million loan from the European Bank for Reconstruction and Development. It is planned to procure another 20 battery trolleybuses.

USA Boston

Battery buses are expected to replace trolleybuses on lines 71 and 73 by 2024. MBTA state that the 17-year-old trolleybuses are "beyond useful life." However, critics point to a complication in the MBTA's plans to meet its climate change goal of a "zero-emissions bus fleet": The harsh winter weather reduces the range of battery-electric buses by up to 50%, which MBTA say means "supplemental diesel interior heaters are necessary for the success of MBTA's first large deployments."

A greater number of battery buses will be required because of the downtime necessary for recharging.

With thanks to: Dave Chick, Peter Short, Jan Spousta, Československý Dopravák, Trolley:motion, sustainable-bus.com, Urban Transport Magazine, zdopravy.cz, Internet sources



Exqui.City in the News

Above: VMCV 815 has appeared in a special Christmas livery, carried out in partnership with the Montreux Christmas market.

Below: Trolleybus operation of the Metromare BRT line commenced on 27 October. A new VanHool Exqui. City is seen at Riccione Station.

